

MEETINGS WITH ROYALTY.

LECTURE BY ARCHIBALD FORBES.

APPEARANCE AND MANNER OF THE WAR CORRESPONDENT ON THE PLATFORM—DESCRIPTION OF MORE THAN A DOZEN ROYAL PEOPLE HE HAS MET.

As the peals of the organ died away in Chickering Hall last night a murmur of impatient applause broke out from the large audience, which was fully conscious that the time had come on which the speaker must speak. Then there was a hush, but the applause broke out again with redoubled force as a side door opened on the stage and a tall man in full evening dress walked out upon the platform. With hardly a glance at the audience, and without acknowledging the applause that greeted him, he quietly opened his manuscript and in a calm and business-like way began to read his lecture. As he stood behind the reading stand the severely plain lines of his evening dress showed with flattering distinctness his wonderful physique. Of unusual height, with broad square shoulders, deep full chest, a long thick trunk, cleanly cut flanks and powerful limbs, the slightest movement showed the possession of wonderful muscular strength evenly and fully developed. His square head was uprightly posed on a full, well-rounded neck. His thin hair, scrupulously parted in the middle, left the features of his broad forehead distinctly visible. Heavy, almost heavy, eyebrows overhung deep-set, penetrating eyes. A sandy bristling mustache half concealed the firm lines of his mouth, while his massive chin was bare. Will and determination were imprinted on the strong lines of his face. There was a sort of bulldog resolve visible that made spectators readily believe in Archibald Forbes's wonderful rides over pathless wilds and heroic conduct under fire.

His lecture was delivered very quietly, with hardly a single gesture. His deep tones, easily heard, were marked only by a falling inflection that was constantly used and became somewhat monotonous. There was nothing in the least dramatic about his style; indeed his lecture was heard almost as though it were a painful duty to be gotten through as soon as possible. But the subject matter was so interesting, so full of brilliant pictures and so gracefully told, that he held his audience perfectly throughout.

It was in July, 1870, quietly began Mr. Forbes. That I took up the trade of a war correspondent, and I have followed it ever since. I have served five campaigns in Europe, one in Asia, one in Africa, visited King Thubani in Bushu, called on Stanley in Africa, witnessed the fighting at the Khiva Pass, been a prisoner six times, been half killed by a mob, and mentioned in dispatches for saving life, and I therefore might be pardoned for relating merely personal experiences. But instead, I have chosen to give some account of persons with whom I have been brought in contact.

Mr. Forbes then continued, in substance, as follows: It was in the Franco-Prussian War, when Prince Frederick Charles was marching on Metz, that I first saw, in the market place of a little village, Sir Albion, the Earl of Wiltshire, with a keen eye, frank of speech, thin, gaunt, wrinkled, knowing how to be silent in seven languages, and the rugged Bismarck, looking more like a soldier than a statesman. For two hours William stood there, surrounded by wondering crowds from the military school, watching the Army of the Emperor, and now white-coated, steel-breasted cuirassiers, and now files of infantry with their bands. He personally criticized the discipline and equipment of the soldiers.

August 18, 1870, at Gravelotte, I saw Prince Frederick Charles, who had ridden daybreak, and was consulting with his leaders. He was a square-shouldered, well-proportioned man, with a broad, sunny brow, keen eye and a wide mouth. Clad in a red tunic and mounted on a bay horse, he at last brought his hand down on his thigh and exclaimed: "Your duty is to march forward, find the enemy, prevent his escape, and fight him wherever you find him." During the roar of battle he was forming a broad column against a wall flanked by a dead horse and broken armor, with Bismarck near him, preparing to charge. He was shouting, "A shout was heard. Von Moltke galloped up. "We have won the battle," he cried. The victory is yours, my friend.

At Sedan the Emperor William sat on a hill overlooking the battlefield, with the American Generals Sheridan and Grant, when the news of the capture of the fortress was seen riding sadly back. At dawn the next morning Bismarck, who had been drinking champagne and eating sandwiches with officers and myself until 1, and arguing terms of surrender the rest of the night, was mounted on his bay horse, and with a broad smile, and a shout, he followed. A shabby low carriage, from which came the gleam of his nose, approached. Bismarck sprang from his horse, leaning on his cane, and with a broad smile, and a shout, he followed. A shabby low carriage, from which came the gleam of his nose, approached. Bismarck sprang from his horse, leaning on his cane, and with a broad smile, and a shout, he followed.

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It was my fortune to be with the Prince of Wales in his tour through India, where he was met by a prince of a nation, a strong odor of spices, an abundance of jewelry, and a strange mixture of shabbiness and magnificence. Mr. Forbes then spoke of his acquaintance with Alfonso of Spain, in 1874, and his journey with him to the Spanish throne. He was met by a prince of a nation, a strong odor of spices, an abundance of jewelry, and a strange mixture of shabbiness and magnificence.

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RAILWAY NEWS.

THE COLLISIONS IN SECOND AVENUE.

AN INVESTIGATION BY THE COMPANY'S OFFICERS.

Superintendent Stewart, of the Eastern Division of the Elevated Roads, yesterday began an investigation into the causes of the collision of three trains on the Second Avenue Line Monday morning. All the engineers, firemen, conductors, brakemen of the three trains, except E. Nicholson, the fireman who was injured, were separately examined and their statements reduced to writing. Walter H. Thomas, engineer of the first train, which was engine No. 61, testified that he left Harlem at 7:00 a. m. and that he went at the rate of eleven miles an hour until he reached One-hundred-and-forty-fifth street. Then he reduced his speed to six or eight miles an hour. Between One-hundred-and-forty-fifth and Eighty-sixth street, he felt a little jar, and he realized that a following train had run into him. Owing to the fog he could not see more than a car's length around him. His train went on to Sixty-fifth street, where it was switched off by the signal, and then started on "couple on." He gave the whistle signal for the hand brakes. His engine struck the rear car of the preceding train, however. He told Conductor Moore to send back the train, and then started to "couple on." The collision having detached his engine from his train. At this time the following train, with engine No. 210, struck his train with considerable force from behind, and then started on "couple on." The collision having detached his engine from his train. At this time the following train, with engine No. 210, struck his train with considerable force from behind, and then started on "couple on."

Engineer C. W. Randall, of engine No. 201, which was the train in front of the first, testified that he left Harlem at 7:12 a. m., and that he ran it slowly and carefully in consequence of the fog. At Ninety-second street, he saw the rear end of a train ahead of him. He reduced his engine, applied the air brakes, and gave the whistle signal for the hand brakes. His engine struck the rear car of the preceding train, however. He told Conductor Moore to send back the train, and then started to "couple on." The collision having detached his engine from his train. At this time the following train, with engine No. 210, struck his train with considerable force from behind, and then started on "couple on."

DELAYED RAILWAY IMPROVEMENTS. Ford Morris, counsel for the New-York City and Northern Railroad Company, when it was connected with the New York and New-England Railroad, to be put in running operation early in November, was an applicant at the office of the Dock Commissioners yesterday for permission to continue the structure of freight and milk depots and other structures on the water front at High Bridge. He promised that if any section of the structure was found to be defective, the company would remedy the evil.

A PASSENGER CAR WRECKED. A train of freight cars on the New-York, Lake Erie and Western Railroad, ran into a passenger car in the depot at Jersey City a few minutes before midnight Wednesday. The passenger car, which was occupied as a sleeping car by some of the train hands, was torn up for some distance. The men who were asleep in the passenger car escaped with only a few scratches.

STILL STRIVING TO HARMONIZE. TAMMANY AND LEVING HALL COMMITTEES OF CONFERENCE APPOINTED. The Tammany County Convention met at 3 p. m. yesterday at Tammany Hall. John Kelly and James Schell were in close conversation at one end of the hall, but in such a position as to command the attention of the chairman when necessary. Every seat was occupied and many persons were standing up around the hall. The Convention was a representative one, all of the leading members of the organization appearing in the delegations.

Ex-Alderman William R. Roberts was made temporary chairman by acclamation. In taking the chair he read a long speech. He informed the Convention that it was called on to discharge an important duty. He praised General Hancock and praised the Republic. He said that the Tammany County Convention was a representative one, all of the leading members of the organization appearing in the delegations.

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LOCAL MISCELLANY.

MOVEMENTS AT FIVE FORKS.

TESTIMONY OF COLONEL GEORGE L. GILLESPIE BEFORE THE WARREN COURT.

The only witness before the Warren Court of Inquiry yesterday was Lieutenant-Colonel George L. Gillespie, who at the time of the battle of Five Forks was Captain in the Corps of Engineers and was in command of the Artillery of the Army of the Potomac. He was first examined with reference to the movements that took place March 31, and to some of the maps of the battle-field, used in the Court of Inquiry, which were made under his supervision. His testimony relative to the battle of Five Forks was as follows: On April 1, in the early morning, before the first had been taken, I was ordered to move out to the front. I was in command of the Artillery of the Army of the Potomac. He was first examined with reference to the movements that took place March 31, and to some of the maps of the battle-field, used in the Court of Inquiry, which were made under his supervision. His testimony relative to the battle of Five Forks was as follows: On April 1, in the early morning, before the first had been taken, I was ordered to move out to the front. I was in command of the Artillery of the Army of the Potomac.

ADVANCE IN WHEAT. A report was received at the Produce Exchange yesterday that the Russian Government had issued an edict prohibiting the export of grain for the present. A prominent firm in the grain trade at London, who had a firm in this city that several steam cargoes of wheat have been purchased for direct shipment to St. Petersburg. These reports had the effect of advancing the morning quotations, with an active trade.

THREE MURDER TRIALS IN NEW-JERSEY. The attendance at the trial of William Dalzell, for the killing of John J. Van Houten, yesterday, was small. The trial was held at the New York City and Northern Railroad Company. The attendance at the trial of William Dalzell, for the killing of John J. Van Houten, yesterday, was small. The trial was held at the New York City and Northern Railroad Company.

THE DEFaulter OF NEW-BRUNSWICK. Treasurer Joseph F. Fisher, of the Union Building Loan Association of New-Brunswick, N. J., has been made ill by the worry and excitement caused by the discovery of his delinquency. The Board of directors of the association met yesterday. The Board of directors of the association met yesterday.

A BURGlar SHOT IN JERSEY CITY. A burglar was shot early yesterday morning while planning the house of Commissioner Vreeland, of the Jersey City Board of Public Works, at Bergen Point-road, and in the same way. The burglar was shot early yesterday morning while planning the house of Commissioner Vreeland, of the Jersey City Board of Public Works, at Bergen Point-road, and in the same way.

SEEKING DEATH VOLUNTARILY. John Titus, age sixty-two, a resident of the Eleventh Ward for more than a generation, committed suicide yesterday at his home, No. 7 Avenue C, in the Eleventh Ward. He was found lying in a small room, where he had been to death after cutting his throat with a razor. Mr. Titus in his youth was a truckman, and he was a Quaker and lived very quietly. While a truckman he was hurt by a bale of goods that fell upon him, crushing his leg and arm, and he was unable to work for some time.

DISCUSSING MERCANTILE INTERESTS. F. B. Thurler made an elaborate report of his observations, while in Europe, of the railway systems of England, France and Germany, and the methods of the Board of Trade and Transportation yesterday. The workings of the board of railway commissioners in England, he said, is producing satisfactory results. He then spoke of the discrimination made by the railroads in the carrying of freight, and condemned the lavish use of money by railroad corporations to control elections and legislation. President Snow, of the Board of Trade and Transportation, then reported at length upon the results of the convention. He said that the convention did much to relieve the burdens of the shipping interest; he was satisfied that the congress would in true respect the claims of commerce.

THE LACK OF WATER IN PATERSON. The water famine at Paterson is causing no little uneasiness among the residents who fear that a fire in that city would be a serious affair owing to the great lack of water. A close watch is kept at the gates of each water main, and in case of fire the fire engine is called out at once. The water in the Passaic River is much lower than it was a few days ago, and the city is in danger of a water famine. An effort was made by Mayor Grant to have the water supply increased, but it was not successful.

WESTERN UNION ELECTION.

No announcement was shown at the annual meeting of the Western Union Telegraph Company yesterday.

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PROMINENT ARRIVALS. The Hon. Albert Morgan, Editor and proprietor of the Saturday Evening Express, died at Beverly, Mass., yesterday.

ARRESTED BUT NOT INDICTED. Patrick Ryan, the West Point dealer who was arrested at the time of the Whittaker case, was yesterday discharged by Judge Benedict. The Grand Jury had not having found an indictment against him.

SALE OF SEATS FOR THE OPERA. The sale of seats for the opera at the Academy of Music, is now going on. Yesterday was the first day of sale for single performances and was very large. For the first night of "Linda di Chambray" was sold out.

WOMEN'S VOICES FOR SCHOOL OFFICERS. The New York Woman Suffrage Society held a regular meeting last night at its headquarters, No. 103 West Forty-eighth street. Election returns from the school meetings of Green Island, where women voted, were read. Helen M. Stoum addressed the society and congratulated it upon its successful work.

NEW MUNICIPAL BONDS. The Board of Estimate and Apportionment yesterday authorized the issue of \$1,000,000 revenue bonds to meet interest falling due on November 1. Provision was also made for the issue of \$200,000 revenue bonds to meet interest falling due on bonds issued to the grading and paving of Ninth-ave.

PUSHED FROM A STREET CAR. Christine Huebner, of No. 46 Ave-B, died recently from injuries sustained in falling from a street car. At the inquest yesterday it was learned that James O'Keefe, a passenger on the car, pushed Huebner from the platform, Huebner having tried to alight. The jury took this view of the case, and O'Keefe was held to answer in \$1,000 bail.

BUILD ON A CHARGE OF HOMICIDE. Michael Furniss, age thirty-four, died at No. 23 Thames-st, September 16, from injuries alleged to have been caused by James Fanning, of No. 137 West Forty-eighth street. Fanning was arrested yesterday and was arraigned yesterday before a Coroner's jury. He was found guilty of killing Furniss, and was committed to the Tombs to await trial.

ABANDONED BY THE SEAWANAKA DISASTER. In the Criminal branch of the United States Circuit Court yesterday the persons under indictment for manslaughter in connection with the Seawanaka disaster were arraigned. The owners, the captain and the engineer were represented by ex-Judge William D. Sherman, and General B. R. Foster appeared for the Steamboat Insurers. A plea of not guilty was entered in each case, with permission to demur to the indictments.

BROOKLYN. One of the three pumping engines at the Ridge-Wood Reservoir broke down on Tuesday night, and the water supply was threatened. The engine had to be done by two engines for a month, until the disabled one is repaired. A new shaft, costing about \$5,000, will have to be made for it. The engine was broken down by a fault in the pump. A part of the supply came from Watts's pond and Springfield brook, under the new contract.

ought to be endowed with \$25,000. The consideration of this was extended into the afternoon session, when the resolution was adopted. The Rev. E. C. Cowan, of Northern California, in the absence of Bishop Wright, of that diocese, told what the difficulties of the church were, and how they could be met.

PELEG SPRAGUE. BOSTON, Oct. 13.—The Hon. Peleg Sprague died this morning at the age of eighty-seven years. In 1821 and 1822 he was in the XIXth Congress, and in 1829 he went to the Senate, serving until 1835. He was Judge of the United States District Court for Massachusetts from 1840 to 1865.

ALBERT MORGAN. BOSTON, Oct. 13.—Albert Morgan, Editor and proprietor of the Saturday Evening Express, died at Beverly, Mass., yesterday.

MARINE INTELLIGENCE. MINUTAE ALMANAC. Sun rises, 6:10 [Sun sets, 5:20] (Clock slow 14m. 07s. Moon sets, 2:52 [Moon rises, 9:19] (Moon's age, day, 10.)

SHIP NEWS. PORT OF NEW-YORK.—OCT. 13. ARRIVALS. Str. Bath City (Br. Wells, Bristol, 124 days) to Arkell & Co. Str. Bath City (Br. Wells, Bristol, 124 days) to Arkell & Co.

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Frutina MANUFACTURER OF ARTISTIC FURNITURE. WAREHOUSES AND MANUFACTORY, 96 AND 98 EAST HOUSTON-ST., BRANCH SALESROOMS, 842 BROADWAY, N. E. COR. OF 13TH ST.

WHERE THE MOST ELEGANT SPECIMENS OF ARTISTIC FURNITURE, UPHOLSTERY, &c., ARE EXHIBITED At Manufacturers' Prices.

SILVER PLATED WARE MANUFACTURED BY WILCOX PLATE CO., (OF NEW YORK), 6 Maiden Lane.

Silver Opening. GORHAM MFG. CO., SILVERSMITHS (OF PROVIDENCE), are exhibiting an entirely new line of Solid Silver Ware, carefully prepared during the past eight months, to meet the wants of their city patrons.

OPEN EVENINGS DURING THIS WEEK.

Huckins' SOAPS. In quart cans. Are uniformly rich, perfectly seasoned, and require only to be heated before serving.

FURNITURE. UPHOLSTERY, DRAPERIES, WALL PAPERS.

BAUMANN BROS. 32 West 14th-st and 31 W. 13th-st, ART FURNITURE AND CARPETINGS, LARGE ASSORTMENT OF IMPORTED AND DOMESTIC WHOLE CARPETS, RUGS AND MATS AT POPULAR PRICES.

1789. BACON PIANOS. 1880. FRANCIS BACON'S PIANO FACTORY, successor to BACON & RAYN, 1478 and 1479 Broadway, near 42d St., N. Y. Reliable accordeons ordered in quantities where none now sold. Catalogues by mail on application.

OTIS ELEVATORS. OTIS BROTHERS & Co. 340 Broadway, N. Y.

Baking Powder. ABSOLUTELY PURE.

OTIS ELEVATORS. OTIS BROTHERS & Co. 340 Broadway, N. Y.